

STANLEY ON CHRISTIANITY AND ULTRAMONTANISM.

(From the Contemporary Review.)

There are two theories respecting the modern movement in Christianity. One theory is that it is a revival of the old religion, and that the modern movement is a revival of the old religion. The other theory is that it is a new religion, and that the modern movement is a new religion. The first theory is the theory of the Ultramontanes, and the second theory is the theory of the Stanleyites.

The Ultramontanes believe that the modern movement is a revival of the old religion. They believe that the modern movement is a revival of the old religion, and that the modern movement is a revival of the old religion. They believe that the modern movement is a revival of the old religion, and that the modern movement is a revival of the old religion.

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The power which, according to the general impression of mankind, and according to the language both of the Old and New Testaments, has been placed in the hands of human affairs, is the power of the Church. The Church is the power which, according to the general impression of mankind, and according to the language both of the Old and New Testaments, has been placed in the hands of human affairs.

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On the 9th of September the ice broke up, and a fresh wind from the north drove about the ice-field in which the ship was stranded. As the temperature continued to sink, all endeavours to get the ship free proved abortive, and it was only on the 10th of October that the ship was able to move. The ship was then driven by the wind and waves to the north, and was finally driven to the north.

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MR. GLADSTONE ON RITUALISM.

(From the Times, September 18.)

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Galates, those of the Flying Squads at the American ship S. John, and a few others, were compelled to wait for high tide in order to enter or leave the port. In comparing the results of the survey of 1899 with Captain DENHAM twelve years previously, he had observed a diminution in depths of from one to two feet in some places on the Bow and Pig's flats. The obvious advantage of the plan was to remark that the discharge of sewage into the harbour, and the various reclamations, had so seriously altered the contour of the bottom during late years, "particularly in the case of the Bow and Pig's wharfs fronting the shores of the city that he proposed to re-sound the wharfs of the waters of Port Jackson on a large scale. The Board of Engineers concurred in this suggestion and the Government approved of the proposition, directing, however, that the works at the Bow and Pig's should take precedence. In the following year, 1901, the Hon. Mr. DENHAM made a plan showing the bearings of the bottom recently obtained in the western channel, and he remarks:—"It will be observed that there is a slight depression of the bottom over the bed of rock underlying this western channel, through which a gutter or passage may be dredged without difficulty to any required depth." He recommended his letter and plans, and papers, should be referred to the Engineer-in-Chief for

Harbours and Rivers, with instructions that the works should be proceeded with as soon as possible. The channel referred to by the hydrographer is on the eastern side of the Sow and Pige shoal; that recommended by Lieutenant GOWLAND and the Marine Board is to the westward of the shoal.

MR. MORIARTY delayed the work for the purpose of making further examination, and explains in a memorandum that had he not taken this course the Government might have been committed to a most difficult, expensive, and useless undertaking. Having made inquiries to ascertain the nature of the

bottom of the eastern channel, and having also carefully surveyed the set and velocity of the currents, the Engineer-in-Chief of Harbours and Rivers expressed his opinion very decidedly against the proposal of Lieutenant GOWLAND and the Marine Board, and strongly in favour of carrying out the work suggested by Rear-Admiral RICHARDS. Mr. NEARBY's objections to the selection of the western channel are thus concisely stated:—“(1). Its faulty direction, being oblique to the set of the currents, both of flood and ebb. (2). The large quantity of rock excavation which it would require. (3). The large quantities of

...which would require to be dredged to 20 ft. (4). The tendency there would be to "fill up, by reason of the cross currents, the danger to vessels of heavy draught navigating it, arising from the unknown cause." He stated that to lessen the western channel to a minimum depth of 27 feet, it would be necessary to blast about 120,000 cubic yards of rock, the expense of which would be about £1 per cubic yard, to dredge and remove about 500,000 tons of silt. On the other hand, he pointed out in regard to the proposed eastern channel that it

For a draught of 16 feet, if necessary, and that the quantity of sand to be removed would not be more than 160,000 tons, or about one-sixth of the quantity which would have to be dredged to make the western channel recommended by Lieutenant GOWLAND and the Marine Board. His relative cost he estimated at £145,000 and £360 respectively, showing a difference between the cost of deepening the two channels of £139,690.

These reasons were deemed to be conclusive by the MINISTER FOR WORKS, and his minute was approved by the Cabinet. The matter was then submitted to Commodore STIRLING, who

also expressed his approval of the eastern channel if it depended to a point somewhat further west. This additional work, it was estimated by the Engineer-in-Chief, would increase the expenditure by about \$4000. Eventually, the Cabinet approved of the recommendation of the MINISTER FOR WORKS, that the deepening of the eastern channel should be commenced as suggested by Admiral RICHARDS, and recommended by Commodore STELLING and Mr. MORRIARTY. This was in February, 1913. Since that time until the close of last year, it seems that the points of difference between the Engineer-in-Chief for Harbours

The discussion was caustic to a degree which it requires a professional mind to fully appreciate. It ranged over topics philological, mathematical, nautical, legal, ethical, and military, in the course of which the opponents of the Engineer-in-Chief came off second best. Meanwhile the work of deepening the eastern channel has been carried out with vigour, and before long there will be a clear passage through the shoal ground, with a minimum of trestle work, of water, which

THE STAMP ACT.—This Act will expire on the 31st of December next, in accordance with clause 7 of the

"8-mp. Duties Act Amendment." As Parliament is dissolved and no provision made for its continuance, the same duties collected under the Stamp Act will lapse on the date mentioned.

RE-ELECTION REMOVED.—In all probability Sir John Malcolm (afternoon) Mr. Levy will be returned unopposed for the seat of the late Mr. Maitland in the House of Commons, although some of the friends of Mr. John Levy are anxious that he should come forward. We understand that he has expressed no intention himself to stand, and it is not supposed that Mr. Burns will be opposed to the re-election of Mr. Maitland. The electors of East Middlesex will be contented, we believe, by Mr. Simpson, barrister-at-law, who has been elected.

Mr. Joseph Rickford has signified his willingness to stand for the seat of the late Mr. Maitland, but the electors be sent to him. He was recently

swatched at daisies, at Courthouse, and the women
were then to kiss his intentions. The writer
already has had a number of offers, and he has
lapses with the dissolution of Parliament, but we presume
Mr. Monahan will follow up his candidature under the new
bill. On Friday Mr. De Conroy Browne passed through
the city on a review to the students which he proposed to
cancel. At a large and informal meeting of the students
of the Hastings, held at Kamey on the 21st inst.
(N. H. K. A. Kemp, J. P., presided), a unanimous vote of
confidence was passed to Mr. R. B. Smith for his services
to their representative body. The students requested
him to offer himself as a candidate for that office.
We learn that a similar meeting has been held on the
Monday.

Deaths from the week ending Friday, November 12th:—
Sent from the colonies: South Australia, 8; Victoria, 27;
New South Wales, 22; Queensland, 4; Tasmania, 1; New
Zealand, 8—total, 71. Sent to the colonies: South Aus-
tralia, 2; Victoria, 27; New South Wales, 25; Queens-
land, 2; Tasmania, 1—total, 63. Total number of
messages, 124.

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STMENTS vacant. ETO. Macquarie.

[illegible]

moderate. Mrs. Jackson, Piper-st., Washburn.

[illegible]

ance, containing 10 rooms, pantry, kitchen,
laundry, 4-stall stable and coach-house, water

[illegible]

allure, 113, King-street.

12, 19, 26, 33, 40, 47, 54, 61, 68, 75, 82, 89, 96, 103, 110, 117, 124, 131, 138, 145, 152, 159, 166, 173, 180, 187, 194, 201, 208, 215, 222, 229, 236, 243, 250, 257, 264, 271, 278, 285, 292, 299, 306, 313, 320, 327, 334, 341, 348, 355, 362, 369, 376, 383, 390, 397, 404, 411, 418, 425, 432, 439, 446, 453, 460, 467, 474, 481, 488, 495, 502, 509, 516, 523, 530, 537, 544, 551, 558, 565, 572, 579, 586, 593, 600, 607, 614, 621, 628, 635, 642, 649, 656, 663, 670, 677, 684, 691, 698, 705, 712, 719, 726, 733, 740, 747, 754, 761, 768, 775, 782, 789, 796, 803, 810, 817, 824, 831, 838, 845, 852, 859, 866, 873, 880, 887, 894, 901, 908, 915, 922, 929, 936, 943, 950, 957, 964, 971, 978, 985, 992, 999, 1006, 1013, 1020, 1027, 1034, 1041, 1048, 1055, 1062, 1069, 1076, 1083, 1090, 1097, 1104, 1111, 1118, 1125, 1132, 1139, 1146, 1153, 1160, 1167, 1174, 1181, 1188, 1195, 1202, 1209, 1216, 1223, 1230, 1237, 1244, 1251, 1258, 1265, 1272, 1279, 1286, 1293, 1300, 1307, 1314, 1321, 1328, 1335, 1342, 1349, 1356, 1363, 1370, 1377, 1384, 1391, 1398, 1405, 1412, 1419, 1426, 1433, 1440, 1447, 1454, 1461, 1468, 1475, 1482, 1489, 1496, 1503, 1510, 1517, 1524, 1531, 1538, 1545, 1552, 1559, 1566, 1573, 1580, 1587, 1594, 1601, 1608, 1615, 1622, 1629, 1636, 1643, 1650, 1657, 1664, 1671, 1678, 1685, 1692, 1699, 1706, 1713, 1720, 1727, 1734, 1741, 1748, 1755, 1762, 1769, 1776, 1783, 1790, 1797, 1804, 1811, 1818, 1825, 1832, 1839, 1846, 1853, 1860, 1867, 1874, 1881, 1888, 1895, 1902, 1909, 1916, 1923, 1930, 1937, 1944, 1951, 1958, 1965, 1972, 1979, 1986, 1993, 2000, 2007, 2014, 2021, 2028, 2035, 2042, 2049, 2056, 2063, 2070, 2077, 2084, 2091, 2098, 2105, 2112, 2119, 2126, 2133, 2140, 2147, 2154, 2161, 2168, 2175, 2182, 2189, 2196, 2203, 2210, 2217, 2224, 2231, 2238, 2245, 2252, 2259, 2266, 2273, 2280, 2287, 2294, 2301, 2308, 2315, 2322, 2329, 2336, 2343, 2350, 2357, 2364, 2371, 2378, 2385, 2392, 2399, 2406, 2413, 2420, 2427, 2434, 2441, 2448, 2455, 2462, 2469, 2476, 2483, 2490, 2497, 2504, 2511, 2518, 2525, 2532, 2539, 2546, 2553, 2560, 2567, 2574, 2581, 2588, 2595, 2602, 2609, 2616, 2623, 2630, 2637, 2644, 2651, 2658, 2665, 2672, 2679, 2686, 2693, 2700, 2707, 2714, 2721, 2728, 2735, 2742, 2749, 2756, 2763, 2770, 2777, 2784, 2791, 2798, 2805, 2812, 2819, 2826, 2833, 2840, 2847, 2854, 2861, 2868, 2875, 2882, 2889, 2896, 2903, 2910, 2917, 2924, 2931, 2938, 2945, 2952, 2959, 2966, 2973, 2980, 2987, 2994, 3001, 3008, 3015, 3022, 3029, 3036, 3043, 3050, 3057, 3064, 3071, 3078, 3085, 3092, 3099, 3106, 3113, 3120, 3127, 3134, 3141, 3148, 3155, 3162, 3169, 3176, 3183, 3190, 3197, 3204, 3211, 3218, 3225, 3232, 3239, 3246, 3253, 3260, 3267, 3274, 3281, 3288, 3295, 3302, 3309, 3316, 3323, 3330, 3337, 3344, 3351, 3358, 3365, 3372, 3379, 3386, 3393, 3400, 3407, 3414, 3421, 3428, 3435, 3442, 3449, 3456, 3463, 3470, 3477, 3484, 3491, 3498, 3505, 3512, 3519, 3526, 3533, 3540, 3547, 3554, 3561, 3568, 3575, 3582, 3589, 3596, 3603, 3610, 3617, 3624, 3631, 3638, 3645, 3652, 3659, 3666, 3673, 3680, 3687, 3694, 3701, 3708, 3715, 3722, 3729, 3736, 3743, 3750, 3757, 3764, 3771, 3778, 3785, 3792, 3799, 3806, 3813, 3820, 3827, 3834, 3841, 3848, 3855, 3862, 3869, 3876, 3883, 3890, 3897, 3904, 3911, 3918, 3925, 3932, 3939, 3946, 3953, 3960, 3967, 3974, 3981, 3988, 3995, 4002, 4009, 4016, 4023, 4030, 4037, 4044, 4051, 4058, 4065, 4072, 4079, 4086, 4093, 4100, 4107, 4114, 4121, 4128, 4135, 4142, 4149, 4156, 4163, 4170, 4177, 4184, 4191, 4198, 4205, 4212, 4219, 4226, 4233, 4240, 4247, 4254, 4261, 4268, 4275, 4282, 4289, 4296, 4303, 4310, 4317, 4324, 4331, 4338, 4345, 4352, 4359, 4366, 4373, 4380, 4387, 4394, 4401, 4408, 4415, 4422, 4429, 4436, 4443, 4450, 4457, 4464, 4471, 4478, 4485, 4492, 4499, 4506, 4513, 4520, 4527, 4534, 4541, 4548, 4555, 4562, 4569, 4576, 4583, 4590, 4597, 4604, 4611, 4618, 4625, 4632, 4639, 4646, 4653, 4660, 4667, 4674, 4681, 4688, 4695, 4702, 4709, 4716, 4723, 4730, 4737, 4744, 4751, 4758, 4765, 4772, 4779, 4786, 4793, 4800, 4807, 4814, 4821, 4828, 4835, 4842, 4849, 4856, 4863, 4870, 4877, 4884, 4891, 4898, 4905, 4912, 4919, 4926, 4933, 4940, 4947, 4954, 4961